प्रचालक इस "की-बोर्ड" पर कार्य कर सकता है। इसके प्रशिक्षण के लिए राजभाषा विभाग ने एक "सेल्फ-ट्यूटर सॉफ्टवेयर" तैयार करवाया है, जिससे कोई भी प्रचालक स्वयं प्रशिक्षण प्राप्त कर सकता है।

Improving road traffic scenario in the country

*112. SHRI BHUPINDER SINGH MANN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the steps being contemplated by Government to improve road traffic scenario in the country taking very high rush of traffic into account and the number of accidents;

(b) whether any assessment to determine the loss caused by poor condition of roads to the vehicles, fuel consumption, time, accidents and discouragement to foreign tourists has been made; if so the details thereof; and

(c) whether more private or public highways are proposed to be constructed?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATARAMAN): (a) The Central Government is primarily responsible for the development and maintenance of National Highways. Roads other than National Highways are the responsibility of the State Governments. Taking into account the increasing traffic and high rate of accidents on National Highways, the Government of India is taking a number of steps like widening two lane sections to four lanes, single lane sections to two lanes, providing paved shoulders, strengthening of weak pavements, reconstruction of weak and narrow bridges and culverts, replacement of level crossings by Road over bridges, provision of retro reflective road signs, thermoplastic road markings, laybyes and wayside amenities on high traffic density corridors etc. The Government have also introduced in selected portions of National Highways, a National Highway Patrolling Scheme.

(b) As per the road user cost study carried out by this Ministry, it is broadly assessed that without proper road improvements, a loss of 10—15 percent in fuel consumption takes place. According to another assessment, loss to the country on account of road accidents exceeds Rs. 3000 crores per annum.

According to the above study the value of travel time of passengers varies a great deal with the mode of travel, route and region in the country. As per this in 1990, the travel time value of passenger, for car/taxi and bus on trunk route was Rs. 24.30 and Rs. 19.70 per hour respectively. Ministry has not made any assessment of losses due to discouragement to foreign tourists, if any, on account of condition of roads.

(c) Development of National Highways is a continuing process and is being persued both under Government financing and private financing.

Assignment of Super National Highways Projects to Private Sector

*113. SHRI JAYANT KUMAR MALHOTRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that in pursuance of their plan to assign the Super National Highways Projects to private sector, Government has invited tenders from private parties to conduct feasibility studies on the projects;

(b) if so, the total number of bidders who responded to Government's tenders;

(c) the names of the bidders finally shortlisted alongwith the terms and conditions offered by them;

(d) Government's response thereto;

(e) whether the National Highways Authority of India has submitted an alternate plan; and

(f) if so, the details thereof and the decision taken by Government thereon?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Yes, Sir. National Highways Authority of India had invited global tenders from private sector for carrying out the feasibility studies for the proposed Super National Highways. In